He next referred to the contemplated scheme of diverting the Kodayar waste water by means of a feeding channel and improving the old Kakkachal or Vannampara Dam. The scheme was a good one, and, if carried out, would serve to irrigate 2,000 acres of existing lands and bring under wet cultivation an equal area of dry land. The Government might also expect to get about 3½ or 4 per cent interest on the outlay on the work. In his view, the scheme should follow the restoration of at least the more important tanks.

Dewan's reply.—The Government recognise the urgency of the question. The investigation has been completed and the Chief Engineer is being asked to expedite his report. The Government hope to take some action soon towards restoring the irrigation tanks in the taluk.

55. Certain improvements necessary in the P. W. D. works in the Neyyattinkara taluk.

Mr. Kanakku Mallan Kesavan (Member, Neyyattinkara taluk) said that the requirements of the taluk in the matter of roads and irrigation facilities had been repeatedly pressed on the attention of the Government in successive Sessions of the Assembly. He would therefore, without any lengthy discussion as to their necessity, simply mention them again for the early consideration of the Government.

He requested that the following roads—covering a total distance of about 12 miles—should be constructed:—

(1) From the Kunnathukal Proverthy Cutcherry to the Perunkadavila Proverthy Cutcherry, over a distance of 4 miles.

(2) The Chenkal road should be extended and joined to the Kollencode road near Sankurutty, 5½ miles.

(3) A tap road from near the Neyyattinkara bridge to the Chenkal road, 1½ miles.

(4) A road from Olathanni on the Neyyattinkara–Poovar road to the Chenkal road.

In regard to the irrigation tanks, he said that the Government should pursue a steady policy and take up and restore about 8 or 9 tanks every year until all the important ones were restored to proper condition. He mentioned the following as requiring attention in the current year, *viz.*,

(1) Chenkal Pulloorkulam.
(2) Kizhake Chenkal Kochakulam.
(3) Kizhake Chenkal Mullankulam.
(4) Melamoakathu Karumakkottukulam.
(5) Keezhammakathu Nedumankulam.
(6) Porannur Thonikulam.
(7) Arayur Perunkulam.
(8) Venkadambil Vaikulam.
(9) Airayilkulam.

Dewan's reply.—Noted.

56. The necessity for constructing culverts on the Vizhinjam Poovar--road and bridges across the canal from Poovar to Thengapattanom.

Mr. X. G. Lopez (Member, Nominated) said that the Vizhinjam–Poovar road, about 9 miles in length, was cut on a line which was once acquired by the Government

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for the purpose of constructing a canal in continuation of the Ananda Victoria Marthanda Varma Canal. The road connected the sea-coast villages of Vizhinjam, Mulloor, Kottukal, Pulluvillay, Pallam, Chinnamarthandanthuray, Cochuthuray, Karingulam and Poovar, and was thus an important one. The road was now full of ruts and breaches in many places and was unfit for wheeled traffic. He requested that the road should be improved. He learnt that the Sub-Division Officer, Neyyattinkara, had already sent up an estimate for the work.

Over the Ananda Victoria Marthanda Varma Canal there was not a single bridge from Vallavillay to Poothuray. There were four bridges at Vallavillay, Athithyanthuray, Chinnathuray and Poothuray, and all of them had been removed on account of their dilapidated condition and no new bridges had been erected as yet in their places. The people residing on the western side of the canal, that is, between the canal and the sea, experienced great difficulty in crossing the same, especially during the monsoons, to go to the market and bazaars for the sale of their fish and the purchase of their domestic commodities. Several petitions had also been submitted to the Government from 1084 but without any result. He prayed for the early construction of the bridges, except the one at Athithyanthuray, which, he said, was unnecessary, as the petty villages were no longer in existence there.

Dewan's reply.—Noted.

57. Improvement of certain roads in the Chirayinkil taluk.

Mr. Kanakku Nilakantan Parameswaran (Member, Chirayinkil taluk) requested that the following traces should be improved and made cartable, *viz.*,

(1) The trace from the Attingal Kollampuzhakadavu to Dalavapuram *via* Nilakkamukku, over a distance of 5 miles ; and

(2) The trace from the Chirayinkil Valiakadai to the main road from Quilon to Trivandrum, over a distance of $3\frac{1}{2}$ miles.

In regard to the first road, it was traced in 1068 and was not cartable; but lands had been acquired already. For the second road also, the required lands had been acquired. The road was in a fairly good condition and all that was necessary was a general doing up and also the construction of a culvert.

Dewan's reply.—Noted.

58. The necessity for building a sea jetty at Quilon.

Mr. Charles Brander (Member, the South Travancore Planters' Association) read and presented a petition signed by all the leading merchants in Quilon, in which they had asked (1) for the erection of a pier at Quilon Port and (2) for the construction of godowns at the Quilon Beach for the storage of goods exported and imported. The petition covered all the points neccessary and by itself justified the erection of a pier, but he wished to emphasise the points which he considered most important.

Firstly, Quilon was the most central sea-port town in the State with the most suitable natural facilities for sea-borne traffic. In fact, no other town in the State lent itself to anything like the same extent as a distributing centre. All other towns, including Trivandrum and Alleppey, might be equal in the matter of loading and unloading facilities, but Quilon alone gave that natural protection or harbourage for the boats necessary for that work in rough weather. In other towns, the boats during the monsoon months of the year had to be drawn out of the sea and far up the beach for protection, due to the roughness of the sea. But Quilon gave them a safe harbourage in the ample arms of Tangacherry behind the reef, and there had never been any necessity to take the boats out of the salt water, where the class of boats used decayed rapidly. The dragging of the boats to a safe place on dry land necessitated the building of only small boats that could be moved easily, taking only a

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